IN OUR OWN STATE

Alleged Bigamist Brought to Bennington. Sheriff Wilson and State's Attorney Sheriff Wilson and State's Attorney
Daley of Bennington brought to that town
Tuesday from Schenectady, N. Y., Fred
E. Butler, Indicted for bigamy. He married Miss Lillian Newton at her home
in Bennington last September, after a
short acquaintance, which was formed in
short acquaintance, which was formed in schenectady. Her father, one of the best known business men of the place, was strongly opposed to the wedding. After the marriage they went from Schenectady to Pittsfield, where Miss Newton found Butler had a wife in Schenectady, it is charged, and immediately after return to her father's. It is alleged the charged, and immediately after returned to her father's. It is alleged that at the time of the marriage, Butler had an application for a divorce from his first wife pending in the New York courts. After the second wife left him he resumed married life with the first wife, and they have since been living together until he was arrested about two weeks ago. He is 24 years of age and employed ago. He is 24 years of age and employed as a machinist in the Edison works at

Drowned in Sight of His Wife and Children.

In sight of his wife and two of his three children, John Wood of Rutland, a stone mason, was drowned in Lake Bomoseen mason, was drowned in Lake Bomoseen Sunday. Wood was swimming from an island to the mainland and Mrs. Wood and two children were following him in a row boat. Suddenly he seemed to weaken and went down, and, although he rose to the surface again they were not near enough to rescue him. It is believed that he went into the water when greatly over-heated as he was a good swimmer.

Another Drowning Near St. Johnsbury. Philip A. Kennedy and his brother, Irving J. Kennedy, went in bathing with a companion in the Passumpsic river near St. Johnsbury Sunday. None of them could swim, and they soon went beyond their depth in about 10 feet of water. Irving Kennedy and his companion were rescued with great difficulty, while Philip was drowned. Philip was drowned. while Philip was drowned. Philip was 18 years old and had been working on a farm in Waterford. The Kennedy boys

lived on a farm in Lyndonville, The body of Seward Webb, the Danville stage driver, who was drowned at East Barnet Thursday, was washed ashore Sunday, near the spot where the young man disappeared in the Passump-

Merrill K. Waters of New York won he state golf championship at the Ekwanok links, Manchester, Saturday by defeating J. G. Batterson of Lakewood, N. J., 11 up and 9 to play.

Edward Lincoln's barn in the northern part of Ira on the road to West Rutland was struck by lightning and burned Monday. The horses and cattle were taken.

day. The horses and cattle were taken out, but the contents destroyed included 90 tons of hay. The loss was \$4000, with \$2000 insurance.

Allen, little son of Mr. and Mrs. Guy Chatfield of Northfield was, perhaps, fat-ally injured one day last week. He wandered upon the Central Vermont railroad track and was struck by the cylinder of an engine. His mother had almost reached

an engine. His mother had almost reached him when he was struck and thrown to the side of the track.

Charles Gorzey, 84, of Johnson, was struck by the way freight just below Hyde Park Saturday and probably fatally injured. He was standing near the track when a train passed and he was struck by one of the cars and hurled into the ditch, a distance of several feet. The injuries were to his head and side.

Harley T. Caverly, a Dartmouth col-lege student, son of C. S. Caverly of Rutland, disappeared last week. He had been a member of a camping party in East Pittsford two weeks and it is said that he acted queerly after some of his chums had paid attention to a certain young lady. His family were able to as-certain the direction in which he travaled

through the mileage books he used. Napoleon Vincent, 9, was drowned Sunday in Lake Champlain at the foot of King street in Burlington. He had been fishing with his brother, Joseph, 18, and while on the wharf lost his balance and fell backward into the water. Joseph could der not swim but he jumped into the water instantly in an effort to save his brother. Assistance was soon at hand and the boys were pulled from the water, but the younger one could not be resuscitated.

Adolph and Charles Drohart, during the last days of the trout fishing season. caught in the Battenkill river two rainbow trout, one weighing four pounds and the other five pounds and two ounces. At Bowen pond in Sunderland, near the Stratton and Manchester lines, on the route of the railroad now being built from Wilmington, they caught several lake trout weighing from two to two and

ne half pounds each.
The data for the biennial report of the department of education is all in the hands of Mason S. Stone, state superin-tendent, and much of the tabulation has been compiled. These tables show that the average cost per week of the schools of the state for the year 1906 was \$12.10 and that the cost per pupil for the year was \$16.97. The gross expenses of the schools were \$1,308,824.30. The total reschools were \$1,308,824.30. The total re-ceipts were \$1,263,876.22. No revenue is sived by the schools this year from the \$240,000 permanent school fund which was appropriated at the last session of the legislature but the interest from this fund will be distributed for the year commencing July 1.

NEW HAMPSHIRE NOTES.

Swanzey Man Stabbed Constable Dodge. Wallace Page of West Swanzey was brought into police court at Keene Mon-day charged with having committed an assault with intent to kill. He was held for the October term of the superior court without ball. Page tried to get a friend who had been arrested for intoxication away from the Swanzey police, and made so much trouble that he was taken into custody. Early Monday the prisoners were loaded into a team to be brought to Keene for trial, and Page tried to to keene for trial, and rage that he jumped on Constable A. W. Dodge and stabbed him in the chest with his jackknife, making a dangerous wound near the



Wiessant to Take, Powerful to Cure, And Welcome

KIDNEY AND LIVER CURE

Dr. David Kennedy's Pavorite Remedy is adapted to all ages and both sexes, affording permanent relief in all cases caused by impurity of the blood, such as Kidney, Bladder and Liver Complaints; curse Constipation and Weaknesses peculiar to women.

It proves successful in cases where all other medicines have totally failed. No anferer should despair as long as this remedy is untried. It has an unbroken record of success for over 30 years, and has won hosts of warm friends.

Are you suffering from any disease traccable to the causes mentioned? If so, Dr. Kennedy has staked his personal and professions reputation on the statement that Favorite Remedy will do you good.

FREE. Send for a free trial bottle and bookiet containing valuable medical advice. Write also for an "Easy Test" for finding out if you have kidney disease. Address Dr. David Kennedy's Sons, Rondont, N.Y. Montion this paper. REMEMBER, the full name is DR. DAVID KENNEDY'S PAVORITE HEMEDY, made at Hondout, N. Y., and the price is \$1.00 (six bottles \$4.00) at all druggists.

THE NEWS IN BRIEF

300 Immigrants Drowned in

Grew of 127 Men on Board-Terrible Scenes Enacted.

A terrible marine disaster occurred late Saturday afternoon off cape Palos, near Cartagena, Spain, when the Italian steamship Sirio, from Genoa for Barcelons, Cadiz, Montevideo and Buenos Ayres, with about 800 persons on board, was wrecked off Hormigas island and 300 immigrants, most of them Italians 300 immigrants, most of them Italians and Spaniards, were drowned. The captain of the steamer committed suicide after attributing the disaster to his own imprudence. The bishop of Sao Pedro, Brazil, was also lost, and it is reported that another bishop is among the missing. The remainder of the passengers and the officers and crew escaped in the ship's boats or were rescued by means of boats from the shore. A number of fishermen who made attempts at rescue were who made attempts at rescue were drowned. The Sirio struck a rocky reef known

as Bajos Hormigas and sank soon after,

The steamer had 645 passengers on board and her crew numbered 127 men. The Sirio had 570 passengers when leaving Genoa, but additional Spanish passengers were taken on board at Barcelons, where the vessel touched a few hours before the disaster. The vessel began to settle rapidly imediately she had struck and a terrible cene of confusion and panic ensued on oard. The fishermen along the coast sought to render every assistance in their power and sent out boats which brought many survivors ashore. Most of the officers and crew of the Sirio are

among the saved.

The survivors have gone into camp on the main square of the town of Cape Palos. Harrowing scenes are enacted as the stricken families anxiously seek beloved members among the rescued. A nother who lost her three children went mother who lost her three children went insane. The doctor of the Sirio gave up his wife and child as lost, but they were finally brought in by one of the rescuing boats. One of the boats sent out by fishermen brought in 24 passen-

The Madrid correspondent of the London Telegraph describes the disaster as one of the worst on record. The Italian emigrants, with knives in their hands and without regard for the women or children, fought with the greatest bru-tality for the possession of life buoys and boats. Many were killed or wounded, including several members of the crew who were attacked by emigrants. For half an hour the emigrants were masters of the situation. They completely overcame the crew by sheer force of numbers, and in spite of the efforts of the officers, who tried to save the women and children first.

One report even states, the correspond-

One report even states, the correspondent continues, that a group of emigrants approached one of the ship's boats which already was full and which was about to be launched, and dislodged the people, killing several with their knives. Just as they were about to occupy the boat themselves, another body of armed emigrants came up and a fierce fight for possession of the lifeboat followed.

Many of the survivors brought ashore

were seriously wounded, and a number had sustained fractured limbs. Some of the injured subsequently died.

Discovery of \$1,000,000 Deficit in Chicago Bank Followed by Two Deaths. With a deficit in its accounts of almost

With a deficit in its accounts of almost a million dollars, and with the whereabouts of two of its chief officers unknown to the authorities, the Milwaukee Avenue State bank, one of the larger outlying banks in Chicago, was closed Monday by State Bank Examiner C. C. Lones.

deposit in the bank fullus of that or ganization, fell dead. Henry Koepke, a the same hardness as tool steel, with grocer, on hearing that the bank had a smooth surface, but honeycombed suspended payment, went to the rear of throughout and far from perfect. The ganization, fell dead grocer, on hearing that the bank had guspended payment, went to the rear of his store and shot himself. He died a few minutes later. The bank had deposits amounting to about \$4,090,000, and loans and credits to about the same sum.

Riotous scenes attended the announcement of the failure, and a large force of ment of the failure, and a large force of cast, malleable, and wrought iron, for the suspendence of ment of the failure, and a large to be of policemen struggled all day to keep an excited crowd of depositors, nearly all of whom were foreigners, and many of whom were women, from rushing the doors of the institution.

Balloon Trip of 225 Miles in 12 Hours. One of the most remarkable ballooning trips ever made in this country was completed at 11.30 a. m. Monday at Brant Rock, pear Plymouth, Mass., by Dr. Julian Thomas and Roy Knabenshue, the professional aeronaut, who made a journey of 225 miles over land and water in the country of the professional services. about 12 hours. They started at night from New York city. The object of the trip was to test a guide rope and water anchor and the former devices water anchor and the former devices worked very successfully. Their course took them across Long Island sound, back to the other side, and near Bridgeport, Conn., they approached so close to the water that they talked with a yachting party. After going 140 miles they descended into a yard at Noank, Conn., fastened their balloon, ate breakfast and then resumed their journey. They went over the north end of Narragansett bay and the city of Taunton. and the city of Taunton

Eli A. Gage of Chicago, son of Lyman J. Gage, formerly secretary of the treasury, committed suicide in Seattle, Wash., while temporarily insane from

drinking. More than 30 people died from the heat and hundreds were prostrated in New York city Monday. Some thermometers recorded as high as 102 degrees and the

numidity was excessive. Twenty-five lives are known to have Twenty-five lives are known to have been lost and hundreds were rendered homeless by floods in southern Texas. The Colorado and other rivers overflowed their banks, destroying \$500,000 worth of property. Two thousand cattle have been killed and miles of railway track washed away.

Edward Coles, a wealthy resident of Philadelphia, was killed and his grand-child and nurse were seriously injured in a runaway accident at Bar Harbor, Maine, Saturday. Mr. Coles lost control of a spirited horse and the carriage was overturned. Mr. Coles struck a telegraph pole and sustained injuries to his head and chest which caused death in a short time.

The crew of the Russian armored cruiser Pamyat Asova mutinied off the Esthonian coast, killed the captain and four officers and selzed the vessel. The mutinies at Sveabors and Cronstadt were put down and court martials were ordered by the Czar. Military outbreaks were reported at Reval. Gen. Markgraffsky, the head of the Warsaw gendarme, was killed by revolutionists. An unsuccessful attempt was made to blow up police headquarters at Moscow.

The Pulaines have been on a rampage The crew of the Russian armored

police headquarters at Moscow.

The Pulajanes have been on a rampage again in the island of Leyte. At Abuyon a band of 150 killed the ex-president of the town, two of the constabulary and three policemen and burned the municipal buildings. Major Crawford and Capt Knauber, while shooting rapids of a river of northern Luzon on a bamboo raft, were attacked by Igorrotes in amriver of northern Luzon on a samusor raft, were attacked by Igorrotes in ambush. The two officers and five of the eight constabulary with them were wounded. They were unable to return the fire as the enemy were concealed on the wooded banks. The outbreak is inexplicable, as the Igorrotes have always been reacceable.

Death of D. B. Wesson, Noted Inventor and Manufacturer.

Daniel B. Wesson, \$1, the widely known inventor and manufacturer of revolvers, died suddenly Saturdsy afternoon at his home in Springfield. Mass. He had been in ill health the past four years and had been confined to his home since the death of his wife, which took place July 18, last. Mr. Wesson was born in Worcester, Mass., and as a boy was a failure in the work of pegging shoes. He wished to become a gun maker and by paying his father \$150 was allowed his time during his minority. He went to Northboro, Mass., where he worked as apprentice to his older brother who had a gunshop. Daniel B. Wesson, \$1, the widely known

his older brother who had a gunshop.

Mr. Wesson was the inventor of the cartridge with a percussion cap. In 1853 he formed a partnership with Horace SmRh of Norwich, Conn., and there worked out the principles of the Winworked out the principles of the win-chester rifle. He first put into use the self-primed metallic cartridge, used dur-ing the civil war. About this time Mr. Wesson succeeded in perfecting a revol-ver the principal feature of which was that the chambers ran entirely through the cylinder.

Mr. Wesson and Mr. Smith in 1866 built in Springfield a factory employing 600 men. During the civil war they supplied the United States government with firearms. Mr. Wesson was also the inventor of several other improvements, the most inventor of which were the the most important of which were the automatic cartridge shell extractor and the self-lubricating cartridge. He also introduced the hammerless safety revol-

ver.

He gave large sums to benevolence, including \$350,000 for the Wesson Memorial hospital, just completed, at Spring-field, which was built in honor of his wife, and \$400.000 for a maternity hos-pital, on which work has been begun. Endowments he is understood to have made for these institutions will bring the total up to \$1.100.000. When he built the total up to \$1,100,000. When he built his new mansion about 10 years ago he turned over his handsome house on High street to the Hampden Homeopathic association to be used as a hospital, and the Wesson Memorial hospital is the out-growth of this. Mr. Wesson also was a enefactor of the French-American college in Springfield and of the French Congregational church.

Congregational church.

Mr. Wesson was one of the wealthiest men in New England, his fortune being estimated \$25,000,000. He had a palatial home in Springfield, erected at a cost of over \$1,000,000. Mr. Wesson's two sons who have been his partners in recent years, will continue the business.

Five Japanese Killed by Americans. American fishermen on Attu island of the Aleutian group have had a bloody encounter with Japanese fishermen and killed five of them. The Japanese, who were invading the Island, recently had an engagement with the crew of the revenue cutter McCulloch and 12 of the invaders were taken prisoners. They are now held for trial in American courts. now held for trial in American courts.

The news of the battle reached the department of commerce and labor Tuesdepartment of commerce and labor Tuesday through a cablegram from its solicitor. Edward W. Sims, who went to the Alcutian group early in the summer to investigate the matter of Japanese encroachment on Alaska fisheries. In recent times the Japanese have been fishing extensively in those waters, transferring their operations from the Siberian coast. The Alcutians are nearer to Japan than to the United States. Attu island is 900 miles nearer Tokio than it is to San Francisco.

The returns from the primaries in Illinois indicate the defeat of ex-Gov. Yates, who is a candidate for the United States senatorship against Senator Cul-

George Lee, pitcher of the Lawrence club of the New England league, who was struck by a batted ball in a game in was struck by a batted ball in a game in Worcester Wednesday, died in a hospital in that city Friday. Knott of Worcester caught a slowly pitched ball squarely on his but and drove it with such force that Lee could not handle it. The ball struck directly over his heart, bounced back into his hands and he held it. He collapsed at once and was taken to the hospital.

of cast, malleable, and wrought iron, fo many large and small parts from coup lers, pournal boxes and wheels to rods, frames and locomotive -{New York Sunday Tribune Magazine

BABY COVERED WITH SORES

Would Scratch and Tear the Flesh Unless Hands Were Tied-Wasted to a Skeleton-Awful Suffering for Over a Year-Grew Worse Under Doctors-Skin Now Clear.

WOULD HAVE DIED BUT FOR CUTICURA.

"My little son, when about a year and a half old, began to have sores come out on his face. I had a phy-sician treathim, but the sores grew worse. Then they began to come on 3 6



worse. Then they began to come on his arms, then on other parts of his body, and then one came on his chest, worse than the others. Then I called another physician. Still he grew worse. At the end of about a year and a half of suffering he grew so bad I had to tie his hands in cloths at night to keep him from scratching thesores and tearing theflesh. "He got to be a mere skeleton, and was hardly able to walk. My Aunt advised me to try Cuticura Soap and Ointment. So great was her faith in it that she gave me a small piece of Soap to try and a little of the Ointment. I took it home without any faith, but to please her I tried it, and it seemed to dry up the sores a little. "I sent to the drug store and got a cake of the Soap and a box of the Ointment and followed the directions, and at the end of about two months the sores were all well. He has never had any sores of any kind since. "He is now strong and healthy, and I can sincerely say that only for

"He is now strong and healthy, and I can sincerely say that only for your most wonderful remedies my precious child would have died from precious child would have died from those terrible sores. I used only one cake of Soap and about three boxes of Ointment. (signed) Mrs. Egbert Sheldon, R. F. D., No. 1, Woodville, Conn, April 22, 1905."

Complete External and Internal Treatment for Every Humor, from Finapies to Serobias, from Intakety to Age, consisting of Children's Soap, Ec., Otethnent, Soc., Resolvent, Noc., in forms of Chasolist Costed Phile, Sic., per vial of 80), stay he had of all drugglate. A single set often curve. Potter Drog a Chem. Corp., Sole Proje., Electur.

By Italiad Free, "How to Care Beary Humors."

GOOD ROADS CAMPAIGN

Practical Work of Construction Discussed by Col. Moore

Winston Churchill Unexpectedly Appeared for a Short Address-Plans for Permanent Organization.

The Windham county good roads convention at Brattleboro Tuesday was one of several similar meetings arranged for different counties of the state, under the auspices of the National Goods Roads association, with a view to the organization of local associations and the awakening of a more general interest in the condition of Vermont roads. Representatives of the national association will remain in Vermont for the present, to act in an advisory capacity and coop erate with boards of trade and othe crate with boards of trade and other local organizations, in carrying on the good roads movement. During the ses-sion of the next legislature a state con-vention will be held at Montpeller, when it will undoubtedly be the plan to urge

further legislation.

One of the principal speakers Tuesday was Col. W. H. Moore of St. Louis, president of the National Good Roads association. Col. Moore has been engaged in work connected with the improvement of highways since 1890. At that time he was a delegate to a convention of prisons, charities and corrections at Des Moines, Iowa, where he outlined views favorable to the employment of convict labor on highways. The convention expressed dis-approval, but the discussion at that time aroused his interest in the general sub-ject of highways. Through his efforts the first good roads convention was held at Kansas City shortly after, and an interstate association formed in 1893. He was instrumental in securing an appropriation from Congress for the organisa-tion of a government road department. In the intervening time the National Good Roads association was formed, which is supported by private subscrip-tion. A general convention was held at Chicago in 1900, with representatives from 28 states. Acting in conjunction with the railroads, the association has run instruction trains through many sections of the country, has assisted in building 83 stretches of model roads in different states and has succeeded in getting legis-lation enacted in 19 states.

Morning Session. George W. Pierce served as chairman of the Bratilebore meetings. The morning session was opened with an invocation by Rev. E. Q. S. Osgood, which was followed by addresses of welcome to the association. John Galvin, for the village, spoke of the men, the institutions, the business enterprises, and the scenic the business enterprises, and the scenic advantages that had contributed to the progressive Brattleboro of today, and ex-pressed hope that the roads of the town might be tributary to her success to a greater extent than in the past. For the town, Charles O. Robbins, president of the board of trade, referred to a recent the board of trade, referred to a recent trip into Massachusetts and New Hamp-shire and the excellent roads observed there. Brattleboro is the first town on the east side of the state to hold a good roads convention, which is appropriate, in view of its proximity to the two sister states in which many miles of good high-ways are to be found. A. A. Dunklee of Vernon gave a few hearty words of wel-

come for the county.

The principal address of the morning was by Col. Moore upon the "National Good Roads Movement." He expressed his appreciation of the words of the pre-vious speakers, and explained that he and his associates had come here in an adhis associates had come here in an advisory capacity only. There is need of an agitation for good roads, for, with the exception of two or three mestern states. Vermont is as far behind in her roads as any state in the Union. Her problem is a large one. There are 15,000 miles of roads and to improve these, or half of them, at \$500 a mile, would require many millions of dollars. In Windham county, where there are 700 or 800 miles of roads, \$20,000 or \$25,000 is appropriated—enough

or \$30 per mile available. What can be done to meet the situation?

The basis of all work in a state situated like Vermont must be the dirt road. Road commissioners must learn to do the work on these as economically and permanently as possible. To contribute to this end more must be done to educate in correct methods. Cornell university has established a department of road engineering and set aside \$56,000 for the purpose. Similar action has been pervision. for the purpose. Similar action has been taken by Massachusetts schools. A course should also be established at the University of Vermont, for we cannot consistently find fault with road officials when we have done nothing to educate them while they are boys.

The stracker commanded the action of the course o

ommissioner, and gave his views in egard to methods for meeting the ex-enses of road work. From the fact that the roads are the means of access to the larger places for the isolated farmer, the latter has been regarded as the one upon whom the burden of road taxation state roads, two such highways, running the whole length of the state, one on the east side and one on the west side, would pay a handsome dividend through the income that would be derived from out-side tourists. More liberal laws should be enacted under the supervision of the side tourists. attorney-general of the state and the state highway commissioner. The speaker explained how and why he should prefer

explained how and why he should prefer to use convict labor for work on the highways, than for the production of manufactured products.

In the absence of Eli Porter, who was to have given some road statistics of Windham county, Hon. C. S. Gates, the state highway commissioner, was called upon. He expressed sympathy for the much-abused road commissioner of the different towns. The commissioner is allowed to hold office for a while, and then allowed to hold office for a while, and then put out because "he hasn't fixed 'our' road:" and so a green man is given the place and educated at public expense. He agreed with the previous speaker that the basis of operations in Vermont should be the making and repairing of

cal road construction. The practical question is what can be done with the roads here in Brattleboro and in the county, where the earth road is what must be dealt with. Such a road should be 50 feet wide between fences, 30 feet between ditches, and have a 16-foot roadway at the centre, of a material that will pack down hard and firm. The crowning should be one inch to the foot under ordinary circumstances—less with sand and more with clay. Where grades are ordinary circumstances—less with sand and more with clay. Where grades are not over three per cent, and the soil is not rocky, a traction engine, or road roller and a scraper can be used to great advantage in grading. At an operating expense of \$10 a day the scraper can be made to grade from one half to a mile a day, this being in addition, of course, to teams and other expenses required to run the scraper and engine. A roller or run the scraper and engine. A roller or engine weighing eight or ten tons is as heavy as should be used, since one of this weight is effective and will usually pass safely over bridges. On hilly roads the shovel, pick and cart must be used, as heretofore. Always grade from outside to centre, but get rid of all leaves, grass and rubbish first. The centre of the road should not be filled with such material. The great essential in road making is proper drainage. Keep the roadway crowned and the ditches clear. Get rid of the water, for earth without water is never muddy and never freezes; it is the water that freezes. Cuiverts should invariably be of concrete, stone or tile, and placed at an angle instead of square across the road, and at a slope of two per cent.

After an earth road has been properly graded, the next improvement will be to give it a gravel covering 16 feet wide. The soil at the centre or top of the crown should be sliced or scraped off and four inches of large gravel put on first, to be covered by fine gravel and rolled. The first layer, however, should not contain too large stones, sizes of three to three and one half inches in diameter three and one half inches in diameter being sufficient.

In making mountain roads, which follow along the slope of a hill, the road-way should be built up with gravel, higher on the outside than on the inside, so as to drain toward the hill, into a ditch or the inner or hill side of the road. Tile or culverts placed under the road at frequent intervals will carry off the water force this ditch. In cases where water from this ditch. In cases where there is a long, steep slope above the road, there should be another ditch dug a short distance above the road to prevent washing out during heavy rains. The speaker did not advocate water-bars and recommended the use of petroleum with tar or asphalt base—not with a parafine base—for spraying roadways where the soil is of such a composition

that it would not pack down.

Col. Moore was followed by the national organizer, Wellington E. Loucks, who is also an expert in road making, and is is also an expert in road making, and is conducting the campaign for good roads in Vermont that is being started by his association. In New England, where the town is the unit, some form of local option should be allowed in road making, with a state law of, say, 15 cents on the bundled as a minimum and 30 cents on hundred as a minimum and 30 cents as a maximum. This is what is done in Colorado, where conditions are similar. Roads can be built more cheaply in Vermont than in New York or Massachusetts, because there are plenty of gravel for with a good grade of gravel for pits, with a good grade of gravel for road construction. Flat and sharp gravel, with a stone foundation is what is re-quired. He called attention, in par-ticular, to the uselessness of spending large sums of money from year to year for poor construction, when, by intelligent supervision, so much better and more permanent results are to be se-cured. In Virginia there are three paid engineers in state employ, and every road to receive state ald must first be sur-veyed, plans made to indicate the cor-rect form of construction under the con-ditions, and blueprints filed at the com-missioner's headquarters. He also out-lined methods adopted by some other states including New Jorsey where so states, including New Jorsey, where so many miles of macadam roads have been built from funds received from corpora-tion registration fees.

Mr. Loucks spoke at length upon the advantages of good roads to all inter-ests, showing how it enabled merchants to deal largely at home instead of draw-ing on supplies at a distance. He said, further, Col. Moore, the president, would Jones.

In the excitement following the announcement of failure, J. G. Visser, an officer of the Royal league, who had on deposit in the bank funds of that oror \$30 per mile available. What can be done to meet the situation?

The basis of all work in a state situated Following came reports from county

J. H. Merrifield of Newfane reported 82 mlles of highway in his town, and three mlles of state road constructed. They The speaker commended the action of the state in abolishing the work-out system of caring for the highways and the appointment of the state highway

making the position a permanent one Each year one or more stone or steel bridges was contructed. He advocated a 30 per cent. compulsory tax.

F. B. Pier, Jamaica, said there were a Each year one or more stone or steel bridges was contructed. He advocated a

large number of mountain brooks in Ja-maica to contend with, and the town owned over a mile of plank bridges. They receive \$400 more of the highway tax from the state than they pay out. At this juncture the program was de parted from by the entrance of Winston Churchill, who is seeking the independ-ent nomination for governor in New Hampshire, and his party, en route ta should fall. But the business man, the corporation, and all large interests are as dependent for their prosperity upon good facilities for reaching the remote districts, and securing the products of the farmer in exchange for their goods. corted to the front and gave a clean-cut for the farmer in such interphance. as is the farmer in such interchange. Good roads are as important as the canals and rivers which have been so improved by immense appropriations of government money. More responsibility should be placed on the state, in conjunction with the counties. In fact, while it might not be advisable to undertake state roads, two such highways, running. country. Why not exploit the scenery? No agent could bring this attraction be-fore the public so effectively as good roads Men who made their money in the West in the fittes are now ready to come here to spend it. Churchill was chairman of the public improvements committee of the New Hampshire legislature when the state road bill was passed, and was in-strumental in bringing it about, and he

alluded briefly to this measure.

Hon. D. C. Remick, a member of Churchill's party, spoke in a bright vein for five minutes. He is a native of Vermont, now lives in New Hampshire, and he dressed down the Green Mountain state in a masterly fashion for its neglect

state in a masteriy fashion for its neglect of its roads, to the great profit of New Hampshire.

A recess of five minutes was then taken, to give the audience an opportunity to meet the visitors, and the hour was so late that the meeting finally adjourned. Evening Session.

road;" and so a green man is given the place and educated at public expense. He agreed with the previous speaker that the basis of operations in Vermont should be the making and repairing of the earth roads, however much we may enthuse over the macadam roads of Massachusetts and New Jersey. We should all be in our graves before our 15,000 miles of roads could be improved by the latter method of construction. We have made improvements in five years, through the more intelligent use of our funds, in spite of the fact that labor cost has increased, hours of work shortened, and the amount of money available has not increased in like proportion.

The chair at this point appointed two committees, one on resolutions and one on permanent organization. The latter consisted of C. O. Robbins, C. C. Fitts and H. E. Taylor, Brattleboro; S. M. Nutting, Weatminster, J. Henry Kifder, Wilmington; J. H. Ware, Townshend; and J. E. Jaquith, Guilford. Two secretaries were elected for the three meetings of the day, John E. Gale and George E. Fox.

Afternoon Session.

Col. Moore again addressed the convention, dwelling particularly upon practi-

ditions and problems which the road com-missioners of Vermont have to face, call-ing for competent supervision and the co-operation of citizens. Roads should be constructed with an underground drainage to prevent them from freezing in the fall, causing such havon when they thaw out in the spring. The small towns, owing to the gradual decrease of their grand lists, have not sufficient funds available for making permanent roads, and it is no more than just that the large towns, whose grand lists have been increased at the expense of these small towns, should help in the construction and maintenance of good roads. Mr. Gates favors an ad-dition to the present law which would make it possible for enterprising towns to vote an extra amount for permanent

vote an extra amount for permanent highways, the state paying a certain per cent. of the sum from its treasury.

Col. W. H. Moore gave a stereopticon lecture showing the roads of the world. Beginning with the ancient highways, many of which exist in good preservation today, he illustrated the great achievements of modern road construction, with a glance now and then at the possibilities for future improvements. The views were for future improvements. The views were instructive and interesting and many of them beautiful. The violin solo by Misthem beautiful. The violin solo by Miss Maisle Galvin and the songs by Mrs. F. W. Weeks were greatly appreciated. The convention closed with the singing of "America" by the audience.

There was an attendance of several hundred at the evening session and at the other sessions 75 to 150 were represented, road commissioners and other town officials being present.

Permanent Organization.

Brattleboro, Vt., Aug. 7, 1906. We, your committee on permanent organization, respectfully submit the fol-lowing report: We recommend that a permanent organization be effected and that this association shall be known as the Windham County Good Roads asso

We further recommend the following

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We further recommend the following names for officers: President, George W. Pierce, Brattleboro; 1st vice president, Walter W. Barry, Saxtons River; 2d vice president, W. S. Allen, Jacksonville; secretary, J. E. Gale, Guilford; treasurer, D. T. Perry, Brattleboro.

We also recommend that the above named officers shall be the executive committee. We further recommend the organization of each town by the election of the following vice presidents: E. W. Robbins, Athens; W. L. Walker, Brattleboro; E. P. Osgood, Brockline; E. H. Jones, Dover; E. H. Miller, Dummerston; V. A. Wilber, Grafton; F. L. Wellman, Guilford; Geo. M. Scott, Hallfax; F. B. Pier, Jamaica; J. W. Meiendy, South Londonderry; H. H. Shaw, Marlboro; J. H. Merrifield, Newfane; F. L. Houghton, Putney; M. H. Ray, Rockingham; E. A. Eddy, Stratton; J. V. Marshall, Somerset; J. H. Ware, Townshend; A. A. Dunklee, Vernon; Chas. S. Goodnow, Whitingham; Spencer Robinson, Wardsboro; J. H. Kidder, Wilmington; B. T. Phelps, Westminster; H. E. Wood, Windham. B. T. Phelps, Westminster; H. E. Wood, Windham.

We further recommend a meeting of this association Saturday, Aug. 25, at 2 p. m., for the purpose of adopting by-laws and considering such plans as may be in the interest of good roads. Respectfully submitted,

C. O. ROBBINS. L. E. JAQUITH, J. H. KIDDER, J. H. WARE, C. C. FITTS,

Committee.

Windham County, Vt. Mr. Chairman:-Your committee on resolutions of the Good Roads convention, assembled this

day, would respectfully report: That we thoroughly appreciate the importance of good roads to any community and especially to southern Vermont. Permanently constructed, such a system of roads would bring us into more direct communication with the people of our own and adjacent counties, promote a freer intercourse between the people of this and adjoining states, and concentrate the efforts of individuals by organization.

Therefore, be it resolved that we recommend the organization of a permanent Good Roads association in Windham county, and in the adjacent counties; commit ourselves to co-operate with such organization for the betterment of the streets, roads and highways to be constructed according to the ideas, promulstructed according to the ideas promul-gated at this meeting, and believe that money expended for the construction of streets and highways is only economically streets and highways is only economically expended when in return we get roads and streets built with the use of best machinery, upon good grades, of proper material, and upon scientific principles. Be it further resolved, that we recommend the enactment of such legislation as shall be necessary to establish a uniform road system for this state, to be constructed and maintained under the supervision of the state highway commissioner, with the aid of such compe-

ssioner, with the aid of such competent engineers as he may require.

Be it further resolved, that we favor ultimate national aid in the construction of roads in the several states of the Union, and an annual appropriation by Congress for that purpose, and request and most earnestly urge upon our representatives in the national Congress to work and vote for a bill to that effect.

Be it further resolved, that we pledge currently to the our past efforts in the ourselves to use our best efforts in the promotion of the cause of good roads to the end that more effective state aid than s now received may be given thereto. Be it further resolved, that a copy of these resolutions be sent to our repre-sentatives in the national Congress at Washington, to our governor, and to such representatives in our forthcoming Gen-eral Assembly as may be deemed expe-

All of which is most respectfully sub-mitted. HENRY D. HOLTON,

Chairman, Brattleboro. H. H. SHAW, Mariboro. F. B. PIER, Jamaica. M. I. REED, Vernon.

J. W. MELENDY, Londonderry, WALTER F. WALKER, Dummerston. J. H. MERRIFIELD,

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Legal Notices.

By the Probate Court for Said District.
To all persons interested in the estate of THOMAS T. STOWE, late of Brattleboro, in said district,
You are hereby notified that this court will decide upon the allowance of the account of F. D. E. Stowe, administrator upon the essate of Thomas T. Stowe, late of Brattleboro, in said district deceased, and decree distribution thereof to the persons entitled thereto, at the session thereof to be held at the probate office in Brattleboro, in said district, on the 25th day of August, A. D. 1906, when and where you may be heard in the premises, if you see cause.

32-34

A. F. SCHWENK, Register.

S TATE OF VERMONT, Marlboro, SS.
By the Probate Court for Said District
To all persons interested in the estate
JASON ATWATER, late of Brattleboro JASON ATWATER, late of Brattlebero, in said district,
You are hereby notified that this court will decide upon the allowance of the account of F. D. E. Stowe, administrator upon the estate of Jason Atwater, late of Brattleboro, in said district, deceased, and decree distribution thereof to the persons entitled thereto, at the session thereof to be held at the probate office in Brattleboro, in said district, on the 25th day of August, A. D. 1906, when and where you may be heard in the premises, if you see cause.

32-34
A. F. SCHWENK, Register.

32:34 A. F. SCHWENK, Register.

STATE OF VERMONT, Marlboro, SS.
By the Probate Court for Said District.
To all persons interested in the cestate of S. N. BEMIS, late of Brattleboro, in said district,
You are hereby notified that this court will decide upon the allowance of the account of Adin F. Miller, administrator upon the estate of S. N. Bemis, late of Brattleboro, in said district, deceased, and decree distribution thereof to the persons entitled thereto, at the session thereof to be held at the probate office in Brattleboro, in said district, on the 25th day of August, A. D. 1906, when and where you may be heard in the premises, if you see cause. 32-34 A. F. SCHWENK, Register.

A. F. SCHWENK, Register.

TATE OF VERMONT, Marlboro, SS.

By the Probate Court for Said District.
To all persons interested in the estate of JONATHAN BABCOCK, late of Stratton in said district.
You are hereby notified that this court will decide upon the allowance of the account of Will Styles, executor upon the estate of Jonathan Babcock, late of Stratton, in said district, deceased, and decree distribution thereof to the persons entitled thereto, at the session thereof to be held at the probate office in Brattleboro, in said district, on the 25th day of August, A. D. 1906, when and where you may be heard in the premises, if you see cause.

32-34

A. F. SCHWENK, Register.

STATE OF VERMONT, Marlboro, SS, By the Probate Court for Said District, To all persons interested in the estate of LYMAN M. NEWELL, late of Wardsboro, in LYMAN M. NEWELL, late of Wardshoro, in said district.
You are hereby notified that this court will decide upon the allowance of the account of D. C. Dexter, administrator upon the estate of Lyman M. Newell, late of Wardshoro in said district, deceased, and decree distribution thereof to the persons entitled thereto, at the session thereof to be held at the probate office in Brattleboro, in said district, on the 25th day of August, A. D. 1906, when and where you may be heard in the premises, if you see cause.

32:34

A. F. SCHWENK, Register.

32.34 A. F. SCHWENK, Register.

TATE OF VERMONT, Marlboro, SS.
By the Probate Court for Said District,
To all persons interested in the estate of
LUELLA A. KENDALL, late of Wardsboro,
in said district,
You are hereby notified that this court will
decide upon the allowance of the account of
James M. Kendall, administrator upon the
estate of Luella A. Kendall, late of Wardsboro,
in said district, deceased, and decree distribution thereof to the persons entitled thereto,
at the session thereof to be held at the probate office in Brattleboro, in said district, on
the 25th day of August, A. D. 1906, when and
where you may be heard in the premises, if
you see cause.

32.34 A. F. SCHWENK, Register. A. F. SCHWENK, Register.

STATE OF VERMONT, Marlboro, SS.

By the Probate Court for Said District.

To all persons interested in the estate of GEORGE B. KENDALL, late of Wardsboro, in said district.

Greeting. GEORGE B. KENDALL, late of Wardsboro, in said district,
You are hereby notified that this court will decide upon the allowance of the account of James M. Kendall, administrator upon the estate of George B. Kendall, late of Wardsboro, in said district, deceased, and decree distribution thereof to the persons entitled thereto, at the session thereof to be held at the probate office in Brattleboro, in said district, on the 25th day of August. A. D. 1906, when and where you may be heard in the premises, if you see cause. 32-34 A. F. SCHWENK, Register.

this and adjoining states, and concentrate the efforts of individuals by organization, and create an impetus of improvements that in a few years would materially advance our social, educational and commercial interests.

We thoroughly appreciate the presence of the representatives of the National Good Roads association; thank them for the good work they have done and for what they may yet do for us, and it is our hope that the people of this locality may catch from them some of the enthusiasm they have in this work.

Therefore, be it resolved that we recommend the organization of a permanent Good Roads association in Windham county, and in the adjacent counties; commit ourselves to co-operate with such organization for the betterment of the

STATE OF VERMONT, Marlboro, SS.

By the Probate Court for Said District.

To all persons interested in the estate of JOSEPH F. WHITE, late of Brattleboro, in said district, deceased,

Whereas, Arthur J. White, administrator upon the estate of Joseph F. White, late of Brattleboro, in said district, deceased, has filed his petition in this court, setting forth that the sale of the whole of the real estate of said deceased will be beneficial to the heirs and all persons interested therein, and praying for license to sell the same, and at the same time filed in this court what purports to be the consent in writing of all the heirs residing in this state to such sale. Whereupon it is ordered that the same be heard at the session of said court, to be held at the probate office in Brattleboro, on the last Saturday of August, A. D. 1906, when and where you may be heard in the premises, if you see cause.

32-34

A. F. SCHWENK, Register.

COMMISSIONERS' NOTICE.

Estate of ROBERT E. GORDON.

The undersigned having been appointed by the Honorable Probate Court for the district of Marthoro Commissioners, to receive, examine and adjust all claims and demands of all persons against the entate of Robert E. Gordon, late of Brattleboro, in said district, deceased, and all claims exhibited in offset thereto, hereby give notice that we will meet for the purpose aloresaid, at the county clerk's office, Brattleboro, on the 30th day of August and 27th day of December, next, from 2 o'clock p. m., until 4 o'clock p. m., each of said days, and that six months from the 4th day of August, A. D. 1906, is the time limited by said court for said creditors to present their claims to us for examination and allowance. Dated at Brattleboro, Vt., this 8th day of August, A. D. 1906.

HERBERT E. TAYLOR, JOHN H. MERRIFIELD, Commissioners.

STATE OF VERMONT, Mariboro, SS.

The Probate Court for Said District.

To all persons interested in the estate of JAMES H. STARK, JOSEPH P. STARK and ELSIE S. STARK, minors of Brattleboro, in Greeting. JAMES H. STARK, minors of Brattleboro, in said district.

Whereas, Edith M. Stark, guardian of James H. Stark, Joseph F. Stark and Elsie S. Stark, minors, of Brattleboro in said district, has filed her petition in this court setting forth that said minors are interested as heirs of Willard B. Stark, in certain real estate situated in Brattleboro and being about seventy-five acres more er less of the home farm of said Willard B. Stark, and known as the Martin lot; that it will be conducive to the interests of said wards to sell the whole of said real estate for the purpose of putting the proceeds thereof at interest or otherwise investing the same, and praying for license to sell the same.

WHEREUPON, it is ordered that the same be heard at the session of said court to be held at the probate office in Brattleboro, on the last Saturday of August, A. D. 1906, when and where you may be heard in the premises, if you see cause.

32-34

A. F. SCHWENK, Register.

H. E. BOND & CO.

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